

## Minutes



### Planning and Zoning Commission Regular Session

Council Chamber  
101 W. Abram St.

**February 3, 2011  
3:30 P.M.**

The Planning and Zoning Commission of the City of Arlington, Texas, convened in Regular Session on February 3, 2011, at 3:30 p.m. in the Council Chamber at City Hall, 101 West Abram Street, with the meeting being open to the public and notice of said meeting, giving the date, place and subject thereof, having been posted as prescribed by V.T.C.A., Government Code, Chapter 551, with the following members present, to-wit:

Victor Vandergriff	*	Chair
Maurice Barksdale	*	
Jeff Pokrifcsak	*	
Andrew Piel	*	
Brandon Hill	*	Commissioners
Charla Hawkes Vinyard	*	
Michael Forbes	*	
Kevin McGlaun	*	
Jim Parajon	*	Director, Community Development and Planning
Gincy Thoppil	*	Interim Planning Manager, Community Development and Planning
Alicia Winkelblech	*	Planning Manager/Transportation
Mack Reinwand	*	Assistant City Attorney

Absent:  
Suzanne Key

- I. Call to Order at 3:40 p.m.
- II. Pledge was led by Commissioner Piel
- III. Minutes of the January 19, 2011, P&Z Regular Session were approved as presented

#### IV. PUBLIC HEARING FOR ZONING CASES

Chair Vandergriff announced that he would be calling the items on the agenda out of order. The two that were continued from last meeting, the Thoroughfare Development Plan (TDP) and the Hike and Bike Master Plan, will be called after items C. and D.

Chair Vandergriff announced that the Thoroughfare Development Plan and the Hike and Bike System Master Plan will be combined as one case for the purposes of discussion. He stated that there were a number of speakers at the first public hearing two weeks ago and that there are quite a few present

to speak tonight. He mentioned that they need to give priority to the new speakers who did not get a chance to speak at the last meeting, so those will be given three minutes. He said that anyone who had spoken previously will be given two minutes and he encouraged them to make new remarks or recap what they had said before. He stated that the Commissioners have been requested to ask questions of the speakers after they have spoken, then, after the public hearing is closed, to make their comments. He mentioned that if speakers are commenting on language in the Plans, he would like for them to reference the specific part of the Plan where it is located. He said that Alicia Winkelblech will be giving a brief presentation addressing specific points brought up at the last meeting.

Alicia Winkelblech, Planning Manager/Transportation, presented the cases.

Commissioner Piel asked about the timetable for implementation of part of the plan. Ms. Winkelblech answered that both plans will be implemented over the next 20 to 40 years. She stated that they are extremely long-range plans setting a vision in place that they hope to implement over the long term. She mentioned that the TDP is an update of the one already in place and the Hike and Bike plan has different facility types which make for different funding options. She said that the Parks and Recreation Department already funds off-street trails and greenways similar to those included in the Plan.

Commissioner Piel asked if the Hike and Bike plan would be prioritized over much-needed vehicle congestion relief measures that the City may adopt. Ms. Winkelblech answered that the intent is to use the TDP to plan for roadway congestion that is here and coming in the future and that the Hike and Bike plan offers an additional amenity as a transportation mode. Commissioner Piel asked if the Hike and Bike plan is something that may or may not come to pass and is based on when or if funds become available. Ms. Winkelblech answered in the affirmative.

Commissioner Vinyard asked about residents receiving tickets for parking in front of their homes. Ms. Winkelblech answered that when they go to implement bicycle lanes on a residential street that currently has on-street parking, they will go through a public participation process that involves the citizens and residents in that area and come up with a solution that works.

Commissioner Vinyard asked if bikes are allowed on the streets now. Ms. Winkelblech answered in the affirmative. Commissioner Vinyard asked if there will be inducements for people to stay in the bike lanes. Ms. Winkelblech answered that it will be the cyclist's choice. She stated that most cyclists have indicated that they would rather have their own facility and would feel more protected because the cars would expect them to be there. Mr. Parajon commented that there is a good-sized section in the draft plan that talks about education. He stated that to some people this is a common thing, but to others, especially younger children, it's a learning experience such as how to ride a bike in an intersection or to make sure to wear a helmet. He mentioned that where communities have implemented a hike and bike plan, an educational plan is very important, reaching out to the school districts, the children and their parents to help them understand. He said that is where you will find people helping, self monitoring and making sure that others are riding properly and that the vehicles will be aware that they are there.

Commissioner Vinyard asked about the 132 miles of roadway that will be taken out of the TDP and won't have to be built. Ms. Winkelblech answered that they have deemed 132 lane miles to be unnecessary and that it has nothing to do with the Hike and Bike plan. She stated that this has been determined by looking at growth patterns and needs, and that the current plan is out of date. She mentioned that the TDP will be updated every five

years taking into consideration those types of things. Chair Vandergriff asked what has historically happened on Thoroughfare Development Plans. Ms. Winkelblech answered that they are updated as development comes in, but a significant overall update of the TDP has not been completed as often as it should have been and that is why one of the benefits of this plan is that it puts in place the requirement that it be updated every five years.

A. CONTINUED (from 1-19-11) Consider adoption of the updated Citywide Thoroughfare Development Plan.

Present to go on record in support of this case was John Overman, 1107 Greenbriar Lane; Ed Pishcedda, 1104 Auburn Drive; Greg Collins, 523 Tish Circle; Mike Talambas, 6005 Wallace Meadows Court; Mark Bunnell, 2808 Greekbrook Drive; Eddie Holsopple, 714 South Deerfield Circle; Kimball Smith, 2420 Cross Timbers Trail; Asher Dinsmore-Lynn, 416 Holly Park Drive #2119; Bob Fuston, 405 Dorcas Lane; Maurice Smith, 309 Sunset Court; Ingrid Kelley, 902 Belemeade Street; Emmanuela Mujica, 1207 South Davis Drive; Gary King, 1811 Queensborough Drive; Dick Schoech, 2614 Chinquapin Oak Lane; Dylan Holt, 6505 Plainview Court; Dannette Little, 1111 West Inwood Drive; Jordan Edwards, 421 North Elm Street; David Stark, 1006 Greek Row Drive; Stephanie Akins and Sean Edmundson, 2811 Glen Ridge Drive; S.E. Hernandez and Zac Ford, 1306 Bennett Drive; Bryan Flores, 5902 Shady Hill Drive; Rob Parsons, 806 Bering Drive #1311; Terry Musar and Clarence Muller, 3612 Lakeridge Drive, Grapevine; Richard Call, 1132 Western Boulevard; Christina Sebastian, 708 Magnolia Street #22; Jennifer Yates, 2105 Woodhaven Drive; Davis Ash, 1903 South St Andrews Court; Candy and Wayne Halliburton, 905 Ridgewood Terrace; Bonita Bowman, 1601 University Drive; Chowgene Koay, 2216 West Arbroom Boulevard; Bob Watson, 5706 Old Place Road; Mike Zerr, 5005 Fairmount Drive; Jim Wilson, 7205 Royal Oak Drive, Benbrook; Chuck Pratt, 1711 Smith Lane; George Chave, 1417 Bluebonnet Trail; Tymothy Tucker, 5101 Yucca Court; Lynn Healy, 3901 Lake Powell Drive; Charles Davis, 5301 Windy Meadow Drive.

Present to go on record in opposition to the case was J. Luke, 1221 Southwood Boulevard; Tamara, Brian, and Sang Miner, 831 Greenridge Drive; Bradi Carney, 212 Pennie Court; Rheta Avary, 10 Preston Trail Court; Judy Saunders, 1309 Hillary Lane; Rick Merritt, 3004 Iron Stone Court; Jane Weems, 2003 Silverleaf Drive; Vann Ellerbrook, 1725 Preston Hollow Court; Jon Czarswite, 2218 Iron Horse Court; Richard Weber, 2703 Crestmoor Court.

Andrew Piel made a motion to approve the updated Citywide Thoroughfare Development Plan with the following stipulations: 1) The portion of the Hike and Bike plan calling for the conversion of the 37 miles of existing vehicle travel lanes to bike-only lanes be removed from the plan. 2) That the introduction to Section 1 of the Hike and Bike plan be amended to include the following language: at no point should this plan and the non-binding guidelines and deadlines herein be used to justify any policy that increases congestion of any vehicular traffic or results in eminent domain of private property. 3) That the Thoroughfare Plan be amended to include the following language: any time that a private entity provides empirical data and information that indicates that traffic counts are higher than the data that this plan is based upon, said data shall be considered prior to the implementation of any portion of this plan. 4) At any point in the Hike and Bike System Master Plan, that when the word "Master Plan" is used, that it be struck and replaced with the words "Advisory Guidelines." Motion failed for lack of a second.

Andrew Piel made a motion to approve the updated Citywide Thoroughfare Development Plan. Seconded by Jeff Pokrifcsak, the motion carried with the following vote:

AYES: Victor Vandergriff, Maurice Barksdale, Jeff Pokrifcsak, Andrew Piel, Brandon Hill, Michael Forbes, and Kevin McGlaun

NAYS: Charla Hawkes Vinyard

ABSTAIN: None

APPROVED 7-1-0

B. CONTINUED (from 1-19-11) Consider adoption of the Citywide Hike and Bike System Master Plan

Present to speak in support of this case was Dannette Little, 1111 West Inwood Drive; David Stark, 1006 Greek Row Drive; Candy Halliburton, 905 Ridgewood Terrace; Davis Ash, 1903 South St Andrews Court; Mike Zerr, 5005 Fairmount Drive; Bonita Bowman, 1601 University Drive; George Cheve, 1417 Bluebonnet Trail; Ingrid Kelley, 902 Belemeade Street; Chowgene Koay, 2216 West Arbrook Boulevard; Emmanuela Mujica, 1207 South Davis Drive; Eddie Holsopple, 714 South Deerfield Circle; Mike Talambas, 6005 Wallace Meadows Court; Mark Bunnell, 2808 Greenbrook Drive; Jennifer Yates, 2105 Woodhaven Drive; Dorothy Gilstrap, 1305 Findlay Court; Kimball Smith, 2420 Cross Timbers Trail; Sean Edmundson, 2811 Glen Ridge Drive; Zac Ford 1306 Bennett Drive; Asher Dinsmore-Lynn, 416 Holly Park Drive #2119; Christina Sebastian, 708 Magnolia Street #22; Cynthia Chippindale, The Potager, 315 South Mesquite Street.

Also present to speak in support of this case was Jim Wilson, 7205 Royal Oak Drive, Benbrook, President of the Lockheed Martin Recreation Association. Commissioner Vinyard asked if Lockheed Martin has showering and changing facilities. Mr. Wilson answered in the affirmative.

Also present to speak in support of this case was John Overman, 1107 Greenbriar Lane. He stated that Federal funding would depend on having different types of transportation options such as hike and bike facilities.

Chair Vandergriff asked Ms. Winkelblech if she would like to address the comments on the Federal funding. She stated that at the Federal level, we are seeing an increased desire to use transportation funds to make sure we are accommodating all modes. She mentioned that when funding opportunities arise, having these plans in place will help the City know how to best use those funds to accommodate all users. She said not having a plan might mean that we would not use the funds to provide facilities in the right locations. Chair Vandergriff asked if having the Hike and Bike System in place would afford more options with road construction as well. Ms. Winkelblech answered in the affirmative. Commissioner McGlaun asked if the opportunities from other sources would be increased having the Hike and Bike System in place. Ms. Winkelblech answered in the affirmative.

Present to go on record in support of this case was Lynn Healy, 2901 Lake Powell Drive; Richard Call, 1132 Western Boulevard; Terry Musar and Clarence Muller, 3612 Lakeridge Drive, Grapevine; Rob Parsons, 806 Bering Drive #1311; Bryon Flores, 5902 Shady Hill Lane; S.E. Hernandez and Zac Ford, 1306 Bennett Drive; Cesar Hernandez, 3100 Legend Road; Stephanie Akins, 2811 Glen Ridge Drive; Jordan Edwards, 421 North Elm Street; Dylan Holt, 6505 Rainview Court; Dick Schoech, 2614 Chinguapin Oak Lane; Fran and Jerry Herrell, 5407 Ivy Hill Drive; Maurice Smith, 309 Sunset Court; Bob Fuston, 405 Dorcas Lane; John Hamm, 1206 Shelmar Drive; Eric Watson,

1207 South Davis Drive; Charles Davis, 5301 Windy Meadow Drive; Chuck Pratt, 1711 Smith Lane; Wayne Halliburton, 905 Ridgewood Terrace.

Present to speak in opposition to this case was Mike Hale, 2916 Duff Drive, member, Arlington Board of Realtors. He stated that they do not oppose the hike and bike trails, but they don't agree with the particular roads that are to be used. He mentioned that they are here to protect the rights of individual property owners and businesses. He said that they are not sure what the Thoroughfare Plan will do to the businesses. He stated that developers base their plans on traffic flow not bike flow. He mentioned that they are not against bike riders, but Arlington is not like the cities they feel the studies were based on, but is a commuter city. He said that UTA is a commuter college. He stated that reducing the lanes will cause congestion.

Also present to speak in opposition to this case was Brian Miner, 831 Greenridge Drive. He stated that he is opposed to the Hike and Bike plan.

Also present to speak in opposition to this case was Alberto Vazquez, 5850 West Interstate 20 Highway. He stated that he is the Chair of the Arlington Board of Realtors. He mentioned that they are not against the Hike and Bike Plan, but they think there are much safer places for them. He said that the growth of Arlington is dependent on its mobility. He stated that doing research on the internet shows that education is more important than bike lanes. He stated that they would like to work with the City in making this vision happen. Chair Vandergriff commented that the pilot projects are centered around UTA and asked if the Board of Realtors have opposition to the bike lanes around the campus. Mr. Vazquez answered that they are not opposing the bike paths but it depends on where they are put. Chair Vandergriff asked what their opposition actually is. Mr. Vazquez answered that they don't have a specific area, but they would like to be part of the decision. Chair Vandergriff mentioned that there were public meetings and committee meetings and asked if the Board of Realtors were included. Mr. Vazquez answered in the negative.

Also present to speak in opposition to this case was Zack Maxwell, 316 Tabor Drive. He stated that three of the streets proposed for bike lanes surround his neighborhood in south Arlington. He mentioned that one of them is Silo Road. He said he can't imagine reducing the size of that street and there not being congestion. He said that before it was widened there was congestion. He stated that Federal money is taxpayer money. He mentioned that having a stripe on the road will not protect riders.

Also present to speak in opposition to this case was Melvin Richeson, 1722 Preston Hollow Court. He stated that a traffic engineer was hired ten or so years ago to help traffic flow smoother. He mentioned that if bike lanes would make traffic flow smoother, the engineer would have implemented them then. He said that reducing traffic lanes will cause congestion and idling will cause smog. He stated that this is not a good idea and he is not in support. Chair Vandergriff asked if the traffic projections are correct, it will cost an extra 130-150 million to add or not reduce the lanes, so is he a speaker in support of the increase in taxes to support these changes. Mr. Richeson answered that right now there are ample lanes on Fielder, but if they cut that, there will be congestion. He stated that Arlington is almost built out and people come down Green Oaks to avoid Interstate 30, so all this is going to do is increase congestion. Commissioner Piel asked that if the 37 miles of streets that are designated to be turned into bike lanes were removed from the plan, would he support it. Mr. Richeson answered that he is against any bike lanes on the streets because they were not designed for the traffic flow that is on them now.

Also present to speak in opposition to this case was Marion Richeson, 2008 Ridgemont Court. He stated that so far the arguments for the bike lanes has

been emotional and not supported by facts. He mentioned that there have been no statistics about bike riders being hit by cars or accidents, only that the riders feel threatened by cars. He said that when he drives around Arlington he feels threatened by other cars. He stated that he's been to Fort Worth and UTA and has seen no one using the bike lanes. He mentioned that he is asking them to vote no on bike lanes.

Also present to speak in opposition to this case was Dan Fernandez, 2823 Quail Lane. He stated that he represents the Save Our Streets committee and they want to provide some guidance. He mentioned that they can support a bicycle overlay district around the University; however, they think that most of this is private property issues. He said that if bike lanes will limit the use of their street, they should have owner approval. He stated that they cannot support bike lanes on commercial roadways. He mentioned that they do not support any increased congestion on the streets. He said that plans have consequences, so vote no on the bike and thoroughfare plans.

Also present to speak in opposition to this case was Richard Weber, 2703 Crestmoor Court. He stated that he is for outdoor activities, but not for the bike plan and the thoroughfare plan. He mentioned that the thoroughfare plan has been contaminated by the bike plan. He said that he cannot believe the numbers in the study.

Also present to speak in opposition to this case was Dave McElwee, 1133 West Inwood Drive. He stated that he is not opposed to bike riding. He mentioned that the residents on South Davis Drive are opposed because of safety concerns, property rights issues, reconstruction work that will be required, and that they were excluded from the process. He said that all this is because of the money. Chair Vandergriff asked about specific safety issues. Mr. McElwee answered that gravel and debris that will be in the lanes will tear up the tires of the bikes. He stated that there is no requirement that the bikes stay in the bike lanes. He mentioned that Davis Drive is not wide enough to accommodate two five-foot bike lanes. He said that in order to widen Davis Drive, the City would have to take private property and they don't want that to happen.

Also present to speak in opposition to this case was Dennis Killy, 1614 Oakwood Lane. He stated that he is against government waste of taxpayers' dollars. He mentioned that the plans before the Commission will waste hundreds of millions of dollars before it is fully implemented including disruption of traffic flow on the streets.

Also present to speak in opposition to this case was Carl Oehler, 2408 Westwood Drive representing Arlington Property Owners Association. He stated that of the three miles of bike lanes that the reports say already exist he hasn't seen anyone using them.

Also present to speak in opposition to this case was Bill Eastland, 1110 West Tucker Boulevard. He stated that he has found out that there is an ordinance prohibiting bike riding on sidewalks. He mentioned that the sidewalks are a much safer place to ride instead of the streets, so that ordinance should be repealed.

Also present to speak in opposition to this case was Kimberly Frankland, 2708 Augusta Lane. She stated that all of us are pedestrians in some way, so improving sidewalks and crosswalks would benefit many citizens. She mentioned that off-street trails, parks, and greenways would be huge benefit to our community. She said she questions the 164 miles of on-street bicycle lanes because all Arlington roadways are available for bicycle traffic now. She stated that doubling the bike riders by 2015 would mean 590, so should we put the 164 miles of on-street bike lanes for those 590. She mentioned

that she would like to be included before roads change in this plan. She said that the citizens should vote for such changes, so they can decide what is right for their needs. Chair Vandergriff asked what she thought about the pilot programs around UTA. Ms. Frankland answered that she drove the streets and her concern is that three east/west roads are subject to being narrowed to two-lane roads. She stated that there is a new activity center being built on Pecan and that UTA Boulevard being narrowed to two lanes will cause a lot of problems since they are talking about on-street parking as well as bike lanes. She mentioned that Abram and Mitchell, which are also east/west streets, being reduced to two lanes would be problematic. She said that the citizens, especially those who live on the streets impacted by this plan, should have input.

Also present to speak in opposition to this case was Dee Jay Johannesson, 1201 West Park Row Drive. He stated that he filled out a card because he wanted to make some comments. He mentioned that in the plan it says that 130 million will be saved from the Thoroughfare Development Plan. He said that the plan says if we don't need it, we won't build it, so by not building the roads we are not saving that much money because it would not have been spent anyway because we don't need the roads. He stated that Staff said, regarding on-street parking, that they will work with the residents, so they have a workable plan and he's asking that this be included in the plan. He mentioned that five of the bike projects are to be completed this year, so has the education component already been funded and is there a plan in place that will protect the children and pedestrians. He said that whatever happens to Abram between Cooper and Collins directly affects the rest of the plan, so it needs to be addressed now and is a key component in how we want to revitalize our downtown. Chair Vandergriff asked if he was opposed to the narrowing of Abram. Mr. Johannessen answered in the affirmative. He stated that taking it from five lanes to three lanes and will have a negative impact on the businesses.

Also present to speak in opposition to this case was Buddy Saunders, 1309 Hillary Lane. He stated that bicycles are the priority in both the Hike and Bike Plan and the Thoroughfare Plan. He mentioned that cars can carry anyone, get you places more quickly, can be used in any weather, have comforts such as radio and air conditioning but that bikes can't. He said that cars are safer than bikes and putting a white line between them does not improve safety. He stated that cars and trucks and good street infrastructure are what matters most to the health and well being of a city. He mentioned that when people are looking to move to Arlington, their priorities are low taxes and good streets. He said that he opposes both plans and that the street plan should be rewritten without any bike lanes included in it.

Also present to speak in support of this case was Ed Pishcedda, 1104 Auburn Drive. He stated that oil closed today in London at over \$100 a barrel. He mentioned that we need a plan for what to do when cars become less feasible for daily commuting. He said that one thing that can be done is to make bicycles more feasible as a means of daily commuting. He stated that one reason more people don't ride their bikes is that there are no designated bike lanes and if there were bike lanes, more people would be using them. He mentioned that bicycle transportation and a young, educated work force go well together. He said that it could be a key component in revitalizing Arlington's downtown.

Present to speak was Patti J. Lockwood, 1206 West Second Street. She stated that she is neither for nor against this case. She mentioned that she is wondering why the public wasn't allowed to vote on these bike paths and why they can't be placed in the neighborhoods that vote for it, see how it works, and go from there. She said it should be put out there and find out who really wants this. She stated that she is wondering how the education

is going to be handled for this. She mentioned that the whole mind set of the people of Arlington needs to be changed for the bike riders to be safe. She asked if there will be licensing involved. Ms. Winkelblech answered that they will be putting together an educational outreach plan that covers a variety of tools and strategies. She stated that they will be trying to educate everyone from school-aged children to retirees and everyone in between, those who want to cycle recreationally and those who want to commute. She mentioned that they will use websites, educational opportunities, and a variety of tools to make sure everyone understands

Andrew Piel made a motion to approve the Citywide Hike and Bike System Master Plan with the following stipulations: 1) The portion of the Hike and Bike plan calling for the conversion of the 37 miles of existing vehicle travel lanes to bike only lanes be removed from the plan. 2) That the introduction to Section 1 of the Hike and Bike plan be amended to include the following language: at no point should this plan and the non-binding guidelines and deadlines herein be used to justify any policy that increases congestion of any vehicular traffic or results in imminent domain of private property. 3) That the Thoroughfare Plan be amended to include the following language: any time that a private entity provides empirical data and information that indicates that traffic counts are higher than the data that this plan is based upon, said data shall be considered prior to the implementation of any portion of this plan. 4) At any point in the Hike and Bike System Master Plan that when the word "Master Plan" is used, that it be struck and replaced with the words "Advisory Guidelines." Motion failed for lack of a second.

Commissioner McGlaun asked if public input could be included in the plan and before the conversion of any street that the City would engage the neighborhood. He stated that he is hopeful that they can make a motion to include that before a bicycle lane is implemented on anyone's street, whether a business neighborhood or residential neighborhood, there be a due process. Mr. Parajon replied that would be a very valid motion. He stated that sometimes when you are talking about a fairly long-range plan over 100 square miles with conditions changing over time, one of the hallmarks of implementation is required neighborhood meetings pre-design work. He mentioned that it is incumbent on the City to reach out to those neighborhoods and talk to them about some of the specifics, options, and interests they have for their neighborhood. He said that putting that into the motion would be appropriate. He stated that it should be pre-design phase, so the residents can see we are encouraging them to take part in the process. Commissioner McGlaun asked if this might even be one bike lane on one side with on-street parking on the other side of the road. Mr. Parajon replied that some of the options would be tailored to the specific circumstances in those neighborhoods. He stated that in most cases, depending on the plan they decide to do, it will require going back to Council for approval and funding. Commissioner McGlaun commented that they seek an addition to the plan to require public process. Chair Vandergriff commented that the public process is already included in the plan. Commissioner McGlaun replied that he thinks the process needs to be defined. Chair Vandergriff commented that there were several public meetings regarding these plans with over 250 participants at the first meeting and over 100 at the second. He stated that he does agree that greater outreach efforts can be made. He mentioned that certainly in opportunities where he has worked with the City on items, that bringing the opposition into the room proactively to help design the project, so he encourages the City and the citizens to participate in the process to find a balance.

Commissioner Vinyard expressed concern about the Commission changing the plans and asked if this could be done. Mr. Reinwand answered that they can make changes as the Planning and Zoning Commission.



Kevin McGlaun made a motion to approve the Citywide Hike and Bike System Master Plan including the updates discussed in work session: Burney Road from City limit to Green Oaks Boulevard have two travel lanes, Joplin Road from Sublett Road to Eden Road have two travel lanes, Pecan Street from Mitchell Street to Park Row Drive have two travel lanes, Sherry Street from near Lovers Lane to Arkansas Lane have two travel lanes, and Beady Road from Davis Drive to dead-end into private property be removed from TDP and made a local street; and with the following modifications: 1) include a requirement in the plan that before the conversion of streets to include bicycle lanes, the City needs to engage the neighborhoods, both the residents and commercial in the pre-design phase. 2) Remove the inclusion of Mayfield Road as a striped bike lane and as a travel lane conversion. Seconded by Jeff Pokrifcsak, the motion carried with the following vote:

AYES: Victor Vandergriff, Maurice Barksdale, Jeff Pokrifcsak, Brandon Hill, Michael Forbes, and Kevin McGlaun

NAYS: Andrew Piel and Charla Hawkes Vinyard

ABSTAIN: None

APPROVED 6-2-0

- C. Consider amendments to Article V, Development Review Procedures, Section 5-500 Specific Use Permits, to modify the expiration date of specific use permits

Clayton Husband, Planning Project Manager II/Strategic Planning, present this case.

Jeff Pokrifcsak made a motion to approve amendments to Article V, Development Review Procedures, Section 5-500 Specific Use Permits, to modify the expiration date of specific use permits. Seconded by Brandon Hill, the motion carried with a vote of 8-0-0.

APPROVED

- D. Zoning Case ZA10-12  
(Oakridge Athletic Complex - 5701, 5801, 5831, and 5915 West Pioneer Parkway)

Application to change the zoning on approximately 48.847 acres from "IM" (Industrial Manufacturing) to "R" (Single family residential with a minimum lot size of 7,200 square feet) generally located north of West Pioneer Parkway and west of West Green Oaks Boulevard

Chair Vandergriff announced that there has been a request to continue this case to the next meeting on February 16, 2011.

Present to speak in opposition to this case was Fred Mesch, 5631 Byers, Fort Worth. He asked that there be a longer continuance because two weeks is not enough time for him to do what he needs to do. He stated that one of the partners that owns land next to the subject property has just had cancer surgery and is not available at this time. Chair Vandergriff replied that the applicant made a request to continue this case to the 16th.

Present to go on record in opposition to this case was Mojoy Haddad, 3024 West Shadow Drive.

Jeff Pokrifcsak made a motion to continue Zoning Case ZA10-12 to the February 16, 2011 meeting. Seconded by Brandon Hill, the motion carried with a vote of 8-0-0.

CONTINUED to the February 16, 2011 Meeting

Being no other business to come before the Commission, Chair Vandergriff adjourned the meeting at 6:47 p.m.

ATTEST:

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Chair

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Secretary to the Commission  
APPROVED this 16th day of February 2011